

The first lesson I learned in the art of preparing a copy of a newspaper was to get a copy of the paper as early as possible. Not too little copy, so that nothing would be left, but not too much, so that it would not be too heavy. Ben Mulford, Jr., in Advertiser's News.

POWER PUT IN HANDS OF PRESIDENT

Senate Willing That the Executive Shall Exclude Japanese Coolies or Let Them Come In.

Long Debate on Conference Report Which Was Finally Adopted by Practically a Party Vote.

Washington, Feb. 16.—The immigration conference report was again taken up in the senate today under the agreement of yesterday, which contemplated a vote before adjournment today. The discussion was opened by Senator Simmons of North Carolina, who said, "because I believe the south will not suffer under its provisions."

Mr. Simmons placed a higher importance upon the maintaining of the status quo in the immigration law, than the changes in the immigration law. Nevertheless, he regarded the change in the contract labor provision as not properly in the report, and expressed the opinion that the conference exceeded their authority.

Opposed by Dubois.

Senator Dubois opposed the passport provision in the report, saying, "that the president of the United States ought to be allowed to legislate directly, as he has done in the case of this provision."

If the clause meant the expulsion of Japanese laborers, he said it would not mean that it would not be satisfactory to the people of the Pacific coast. The resolution offered by Senator Culberson yesterday instructing the conference to bring in a measure specifically excluding Japanese laborers. The provision in the bill was a makeshift, and he predicted that within a week after its adoption, the people of the Pacific coast would be clamoring for Japanese exclusion. Mr. Dubois said he had no prejudice against the Japanese.

Denial by Mr. Bacon.

A denial was made by Mr. Bacon of reports that the opposition of himself and Senator Tillman to the conference report had been withdrawn under pressure from Senator Aldrich to save or secure appropriations in the river and harbor bill.

Referring to the labor situation in the south, Mr. Bacon said:

"The fact cannot be concealed that there is a serious and growing jealousy on the part of the manufacturing industries in Massachusetts against the increasing manufacturing interests of the south. There is a disposition to interfere with the further development of those industries of the south, and no more sure method could be adopted than that proposed in this bill."

Mr. Tillman interrupted Mr. Bacon, "to get some light."

"I see in the morning papers," he began, "reference to the 'big stick' making threats of an extra session unless this report is adopted, and the 'big stick' in New York (Senator Aldrich) telephoning to Senator Crane orders to leave the river and harbor bill, to leave out the South Carolina and Georgia items. Well, South Carolina has not much to do with this bill—Georgia may have a whole lot of the pork."

He also said that the cabinet met some time yesterday and that it reached the conclusion that the changes made in the immigration law did not affect the decision of Secretary of State. "Perhaps the senator from Massachusetts, who is so well informed of what occurs at the White House, may tell us whether the cabinet did decide that question."

Senator Lodge Sidelined.

Here Mr. Tillman paused for an answer. Senator Lodge made no reply. "I have," the senator will say yes or no," at last remarked Mr. Tillman, and then after another silence said: "Well, I have tried to get some enlightenment, but it seems I have failed."

Mr. Tillman interrupted again to read Mr. Hale's statement condemning the

conference on the rate bill for bringing in new matter, which he concluded by saying:

"I shall be woefully, woefully disappointed if the senator from Maine does not stand by his wise and proper decision last June."

Hale's Change of Front.

Mr. Hale replied that the senator had no ground to say he had changed his attitude.

Then Mr. Tillman referred to a private conversation he had had with Mr. Hale, from which he had understood that the senator was going to vote for the report. He said that he had no suspicion that the senator from Maine would talk one way privately and another way publicly.

"The senator grows more and more offensive," retorted Mr. Hale. "He had no right to intimate that I have said anything to him on this proposition in any way as indicating how I should vote."

Mr. Tillman retorted by lecturing. He expressed regret that he had created any unpleasantness and offered to withdraw, if he could honorably, anything he had said. This Mr. Hale did not desire.

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"This situation has become acute," he said, "because the president, in his messages to congress, has seen fit to misstate the situation in California in the interest of the Japanese. And the Japanese, taking their cue from the president, assert a claim that great injustice has been done them on the Pacific coast."

"In each of his messages the president has misstated the situation to the effect that the Japanese had been denied the privilege of education, when the truth is that they had only been denied the right to attend school with white children."

The situation that will arise from the adoption of the provision, Mr. Culberson said, will be this:

"The president will have authority to exclude Japanese laborers and coolies, and he will hold that authority and the exercise of it, abeyance and over the heads of the California authorities and will keep out the laborers and coolies provided the civil authorities of California will admit the children indiscriminately to the public schools of San Francisco."

Flint Denies Complicity.

When Mr. Culberson asked if that was the understanding, Senator Flint replied:

"As far as I am concerned, I know of no agreement between the California delegation and the president with reference to the adjustment of the school matter. I have not been a party to any such agreement on one side and the other between the California delegation and the secretary of state and the president."

Senator Perkins said he believed that the same statement, and added that he believed the newspaper reports of an agreement were overdrawn.

The agreement, Mr. Culberson said, seemed to be with the mayor and the school board of San Francisco, and not with the California delegation in congress. It was, he contended, a surrender of the civil rights of California. He made a point of the president's positive provision excluding the Japanese.

Clark Supported Culberson.

Senator Clark of Montana voiced the same sentiment.

Mr. Carmack stating that he agreed with Senator Culberson, said:

"I believe that the effect of that foreign power has browbeaten the government of the United States and browbeaten the people of this union into a surrender of rights."

"The attitude of this government toward California has been harsh and turbulent, and the attitude toward Japan has been cringing, obsequious and almost pusillanimous. One of the president's aphorisms is to speak softly and carry a big stick. He seems to have interpreted that in this instance so as to speak softly to foreign nations and carry a big stick for the backs of his own people. I object to this provision, because I believe that it will and that it is intended to arm the executive with a power to coerce the people of a sovereign state into a surrender of a right to control their own affairs, and this is being done on the demand of a nation made without a shadow of reason, without a shadow of right, without a shadow of foundation based on any treaty stipulation or the constitution of the United States."

Newlands Blames Roosevelt.

Senator Newlands declared President Roosevelt to be largely responsible for the Japanese situation. He has created a movement toward the Pacific coast that will not rest until it ends in Japanese exclusion, he said, and predicted that the United States would not be able to retain the Philippine islands unless "we retain the friendship of Japan."

Senator Lodge asked for a ruling on the point of order against the resolution instructing the conference to bring in a provision positively excluding Japanese laborers from the country, offered yesterday by Senator Culberson.

The vice president sustained the point, and Senator Carmack appealed from the ruling of the chair.

A rollcall was had on the motion which Mr. Lodge had made to lay the report on the table and 24 in the negative. The chair was sustained by a practically party vote. Senator McGowan of Louisiana voted with the Republicans and Senator La Follette with the Democrats.

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DEPARTMENT OF JUSTICE ON TRAIL OF THE SCHOOL FURNITURE RUST

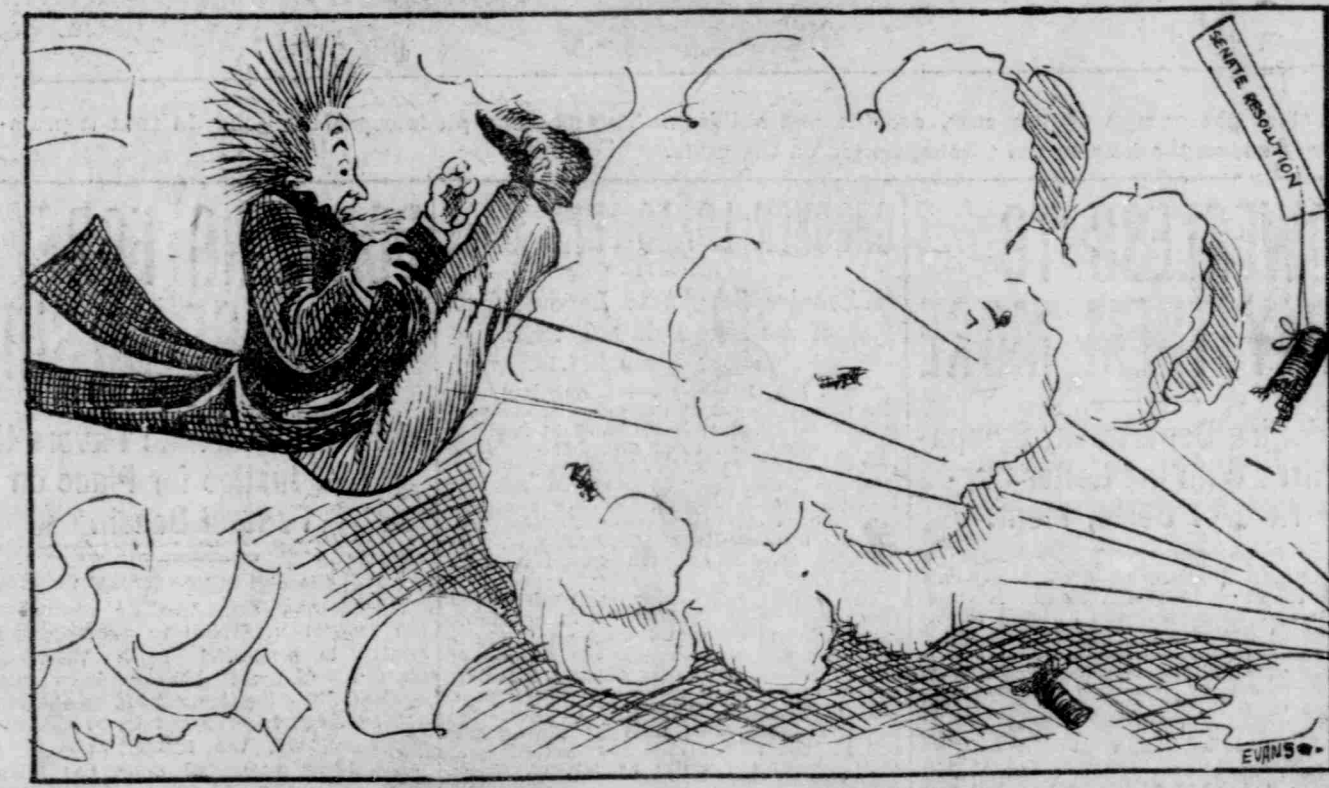
Chicago, Feb. 16.—Frederick A. Holbrook, chairman of an association of manufacturers which is alleged to constitute a trust in controlling prices of school and church furniture, was arrested on a warrant from the federal court on complaint of Harry B. Duncan, special agent of the department of justice. Holbrook is accused of conspiring with E. H. Stafford, president of the Stafford Manufacturing company of this city, to restrain trade in violation of the Sherman anti-trust law.

For the last two weeks conduct of the business of making and selling school furniture has been the subject of inquiry by the federal grand jury. Witnesses have been summoned from all parts of the country.

No indictments have yet been returned, and the arrest of Holbrook is the first direct act prompting active prosecution.

SALT LAKE TRIBUNE

SALT LAKE CITY, UTAH, SUNDAY, FEBRUARY 17, 1907



LEASED WIRES IN THE FUTURE EXPLOSION ON BOARD STEAMER CAME TOGETHER AT HIGH SPEED

Interstate Commerce Commission Looking Up Telegraph Service of Packers. Seven Men Instantly Killed While Coming Over on the German Vessel Valdivia.

Omaha, Neb., Feb. 16.—The interstate commerce commission is to investigate the relationship between the Western Union Telegraph and Postal Telegraph companies on one side and the packing houses, grain firms and other business houses throughout the country which have heretofore had special telegraph wires and special operators furnished by the companies on the other side.

The investigation is being conducted here, and only "pony" wires running from these offices into the main telegraph offices were left. The operators' houses, those wires from the packing houses ends are now employed by the packing houses and not by the telegraph companies.

Little Fish at a Disadvantage.

The interstate commerce commission is said to have taken the position that the telegraph companies with facilities denied the smaller customers, was in fact a discrimination, and an investigation is demanded.

In the packing houses at South Omaha every through wire which was not actually leased to the packing houses was pulled out of communication and the packing houses forced to have their telegrams relayed at the main offices.

E. A. Cudahy, head of the Cudahy Packing company, said:

"The only effect of the new order is that we will be compelled to lease our wires instead of simply sending telegrams at commercial rates over wires furnished by the telegraph companies. All the packers will probably lease new wires today and have full use of them. The operators will be packing house employees instead of telegraph employees."

WILLING TO MAKE TERMS

Butte and Anaconda Publishers Offer to Talk it Over With Allied Printing Crafts.

Butte, Mont., Feb. 16.—The newspaper publishers of Butte and Anaconda at a conference this evening with a committee from the allied printing trades council announced their willingness to arbitrate all differences with the striking pressmen, stereotypers and printers connected with the Butte and Anaconda papers. In a statement addressed to the union the publishers stated their willingness for arbitration at any time with a view of bringing about a speedy and amicable settlement of the controversy. The publishers state all they seek is the opportunity of being allowed to conduct their business on a parity with newspapers of other cities, a condition which they are not now able to do because of alleged restrictions of the printing crafts. The publishers are willing to be controlled by a committee directly from the unions affected without the necessity of conducting negotiations through the aid of arbitrators if the unions affected so wish and think a settlement could be thus effected.

FATALLY INJURED.

Los Angeles, Feb. 16.—A. H. Reed, a tourist from Kansas City, who is spending the winter at Santa Ana, was struck by a Pacific electric car at Watts Junction yesterday and probably fatally injured. He is now in the California hospital suffering from a broken scapula, an injury to the spinal column and concussion of the brain.

HISTORIAN'S OFFICE, CHURCH OF JESUS CHRIST OF LATTER-DAY SAINTS

32 PAGES. Price, Five Cents.

HORRIBLE DISASTER NEW YORK CENTRAL

Suburban Train Drawn by Two Heavy Electric Motors Jumps Track in the Bronx.

Many Passengers Killed Outright and Scores Injured—Partial List of the Victims.

New York, Feb. 16.—Sixteen passengers were killed outright, four others had died of their injuries up to midnight, and at least fifty more were more or less seriously injured in the wreck of the White Plains and Brewster express on the Harlem division of the New York Central & Hudson River railroad near Woodlawn road in the Bronx borough of Greater New York tonight.

The train left the Grand Central station at 6:33 drawn by two heavy electric motors and loaded with a matinee crowd and commuters on their way home from business in the city. It consisted of a combination baggage and smoking car and four coaches. After stopping at One Hundred and twenty-fifth street, the train was scheduled to run express to White Plains. At Woodlawn Road the rear tracks run through a rock cut and take a sharp curve.

When the train reached the curve it was running at a speed estimated by some at sixty miles an hour. Both motors and the smoking car swung safely around the curve, but the other cars left the rails plunging over on their sides with a terrific crash and tearing the tracks for a hundred yards before they collapsed. Of those instantly killed by far the greater number were women. Many were mauled beyond recognition. Many of the injured were quickly extricated from the wreckage, while others were so pinned that they could not be taken out for some time. Those most seriously injured were hurried to hospitals, while coroners took charge of the dead as fast as bodies were recovered.

Going at High Speed.

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Fire Started Quickly.

Fire started in the overturned cars, but the flames were quickly extinguished, and the firemen lent their aid to the injured. Special trains carried many of the injured to the hospitals. The train was carrying a hundred and fifty passengers, and many of them were killed or injured.

The Dead.

Myron E. Evans, White Plains, civil engineer.
Robert J. Rosborough, White Plains, employee.
F. Johnson Rosborough, White Plains, employee.
E. F. Johnson, Briar Cliff, N. Y.
Mrs. Mary Kinchiff, Chappaqua, N. Y.
Miss or Mrs. E. P. Warren.
J. Sloan.
Annie Morehead, aged 17.
Jessie A. Jabin.
Miss Edward Brady, Golden Bridge, N. Y.
Clara S. Hudson.
Mrs. Jessie Tobin.

Unidentified Dead.

Woman, about 40 years old.
Woman, about 30 years of age.
Woman, about 25 years of age.
Woman, about 20 years of age.
Woman, about 15 years of age.
Woman, 38 years.
Man, 40 years.

The list of dead at the Grand Central station included Mrs. G. Kintch of Chappaqua, N. Y., who was killed by the train. She was a widow, and was traveling alone. She was a native of New York, and was a member of the Methodist church. She was a very kind and generous person, and was very popular among her friends. She was a very good mother, and was very devoted to her children. She was a very good friend, and was very helpful to her friends. She was a very good citizen, and was very active in her church and community work. She was a very good person, and was very loved by all who knew her.

The Injured.

Following is a partial list of the injured, some of whom were not severely hurt:

Fanny Hubbard, White Plains.
Miss case, White Plains.
William Hall and his father, Thomas J. Hall, Mount Kisco, N. Y.
F. C. Johnson, Golden Bridge.
William B. Burns, White Plains.
George D. Hobbs, Pleasantville.
J. R. Brown, Sherwood Park.
Edward Appel, Sherwood Park.
Albert Oppenheimer, White Plains.
Mrs. E. J. Johnson, New York City.
F. C. Purdy, Pleasantville.
Abel Nelson, Pleasantville.
Alice Angle, White Plains.
Evelyn and Shirley, White Plains.
Miss M. Scholter, Chappaqua, N. Y.
Margaret Twomey, Chappaqua, N. Y.
Ralph Johnson, New York City.
Henry Feldhaus, Chappaqua, N. Y.
Edward Hart, Mount Kisco.
L. H. Scholter, New York City.
Frank Cowan, White Plains.
Mrs. W. A. Clark, Brewster.
Robert A. Judson, New York City.
A. Stanfield, Brewster.
Mrs. David Hawthorne, Brewster.
David Hawthorne, infant, Brewster.
A. Stanfield, Brewster.
Mrs. Stanfield, his wife.
J. J. Jacobs, New York City.
Henry C. Henderson, Yonkers.
L. W. Hopkins, White Plains; conductor of the train.

James Stanfield, motorman.
George Somerville, motorman's assistant.
William Simm, Valhalla.
William Nippert, Valhalla.
Arthur Rulaback, White Plains.
John Hirtson, Sherman Park.
Benjamin Klinger, New York City.
Miss A. Balre, Hawthorne.
C. Jacobs, Elmford.
Mr. Knoll, Mt. Kisco.
Edward Schumway, White Plains.
Miss Marie Geller, White Plains.
William O'Brien, North Salem.
Miss Fowler, Pleasantville.
Miss Doolie, New York City.
Joseph K. Sharp, Briar Cliff, Man. N. Y.
Bella Fowler, Pleasantville, N. Y.
Mrs. Ida Dillow, White Plains.
James M. Nicolas, New York City.
Mabel Smith, Overton, N. Y.; may die.
Charlotte Young, Pleasantville.
Bessie See, Pleasantville, N. Y.
Margaret Mahoney, Purdick, N. Y.
The train was in charge of Engineer Edward Rogers and Conductor John Williams.

In the motor car with Rogers was Assistant Superintendent of District No. 1, Williamson. Operating Inspector B. O. Stevens was also on board.

Cause Unknown.

The cause of the wreck was not officially determined tonight. At the Grand Central station there was inclination to blame the accident to spreading rails, but later it was said that it was believed that the axle of the first passenger coach broke.

Leonard B. Greene of White Plains, who occupied a seat in the smoker directly behind the second motor, told the story of the train's approach to the Woodlawn road curve. It was traveling at terrific speed, according to Mr. Green, though railroad men estimated by the distance the overturned cars were carried that the train was making between forty and fifty miles an hour.

"I remained on the speed," said Mr. Green, "when we hit that curve and we instinctively stopped playing cards and looked back. Suddenly the engine came to one side. In a moment we broke loose from the rest of the train and we could see the far cars turning over."

Woman Impaled on a Splinter.

Stories by other survivors were similar. Disembodied bodies were strung along for a distance of 100 yards. One woman was impaled on a huge splinter from a railroad tie. Although the scene of the wreck was the heart of a thickly populated section, it was some time before nearby residents reached the scene. For a time only one physician could be secured. Later aid came with Dr. Edwin C. Vandervorst of White Plains was one of the passengers in one of the four derailed cars who escaped with very slight injuries. He said:

"The train was going at a very rapid rate, so that it probably jumped the track from its own speed. The four cars back of the smoker went over on their sides and the persons sitting on the right-hand side of the cars were thrown against the side of the cars, which were scraping along on what I think was the third rail. There was a blinding flash of light when the third rail was struck. The cars lay over on it, and I thought the cars were going to burn, but they did not. They were thrown about and crushed, and the other uninjured passengers in my car in taking out the dead and injured."

Tracks Torn Up.

Miles Bronson, superintendent of the Harlem division, who was in charge of the clearing of the wreckage and who personally superintended the removal of the derailed cars, said that he was unable to determine the cause of the wreck. The tracks, he said, were badly torn up, and there had been time to investigate. Mr. Bronson added:

"It was said that a tire was thrown off from one of the rear trailing wheels of the electric locomotive and that this tire dropped in such a manner as to cut off the heads of the bolts holding the ends of the rails together. This would weaken the track so as to allow the rails to spread and throw the train off."

Mr. Bronson said this had not been confirmed.

Coroner's Statement.

Shortly after midnight, Coroner Schwannacker made a statement in which he said:

"I have taken possession of the wreckage and have taken hold of it for a technical examination. In my preliminary investigation I found a defect in this rail, which indicated in my opinion that it was a big wheel, probably one of the drive wheels of the electric engine, hit the rail at a point almost directly under the Woodlawn road bridge. This rail has a clearly defined indentation which shows where some heavy object dropped on it. The theory is that following the dropping of this heavy object on the rail it spread. One witness says that while passing at a point almost under the bridge the rail rose up over the tracks, and it seemed to fly through the air."

Continued on Page 2.

ANTI-SMOOT AGITATION UNL THE PEOPLE IS TAKEN NEXT WEDNESDAY

Washington, Feb. 16.—There will be a general movement against Smoot tomorrow in many Washington City churches. At the Metropolitan Methodist church, Rev. W. M. Paden of Salt Lake City will conduct services and preach an anti-Smoother sermon. The church meeting is expected to be a very large one. It is expected these church meetings and concentrated efforts of the women's meetings, which will be held daily until Wednesday, will have a decided effect upon the vote to be taken that day in the senate, and it is predicted the vote will be closer than has been heretofore estimated. Smoot's friends claim that forty-three Republican senators will vote for him, and that at least twelve Democrats will also vote for him, making up for the defection among the Republicans. On the other hand, the anti-Smoother workers insist that there will be

SMOOT HAS SELECTED THOMPSON AND KAIGHN MADE A VIGOROUS SPEECH

Senator Clark of Montana Criticised the President During Course of Debate.

(Special to The Herald.)

Washington, Feb. 16.—In the senate today Senator William A. Clark made a vigorous speech in support of Culberson's amendment to the immigration bill providing that the provisions relative to Japanese immigration regulations be continued separately from other features of the bill. He also criticized the action of President Roosevelt for his interference with local regulations of San Francisco in dealing with Japanese attendance in public schools.

Senator Clark today proposed an amendment to the timber and stone repeal bill with a view to protecting vested interests of entrymen and purchasers of timber. The amendment provides that nothing contained in the repeal measure shall in any manner affect or restrict any existing rights or privileges heretofore granted by special laws other than the act hereby repealed, and all claims or filings lawfully initiated prior to the repeal act shall be adjudicated as if that act had not passed.

GUARDING AGAINST RIOT.

Rome, Feb. 16.—The government has taken measures to prevent disorders during the anti-clerical demonstration tomorrow in favor of France upon the occasion of the anniversary of the martyrdom of Giordano Bruno. The whole garrison of Rome will be kept in readiness, and 2,000 soldiers will guard the vatican.

INDICTMENT QUASHED.

Baton Rouge, La., Feb. 16.—The motion to quash the indictment against C. M. Batton, a bookkeeper, was arrested in Brooklyn last night on a charge of grand larceny. Klett is said by the police to be a member of the Brooklyn Y. M. C. A., which has been associated in other cities.